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THE FOLLOWING P	TI.OT REPORT RE	CEIVED FROM	MISSION (1955c
23-24 AUGUST 1965 QU				
t, " PILOT RE	PORTED SEEING	FIGHTERS FO	OUR TIMES:	
A. THE FIR	RST OBSERVATION	WAS AT 034	45Z。 PILOT REI	PORTED ONE
FIGHTER VERY CLOSE,	ON THE SAME HE	ADING AS U	-2 (048), AND	AT ABOUT
			•	
69,000 FEET.				
(INTEL NOTE: PILOT	IS NOT SURE OF	TIMES OR	HIS HEADING ON	SUB~
SEQUENT FIGHTER OBSI	ervations .)			er menter en
·	COND FIGHTER OF	SERVATION I	was between fo	INTS "G AND
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H." PILOT SAW TWO				1
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HE SAID THE FIGHTER				\sim
1000-1500 FEET IN F	RONT OF U-2. I	BURST WAS N	OT PRECEDED EX	EDA CONTRAIL.
BURST APPEARED AT 1			h	ιυ <u>.</u> // Ι
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BURST FROM THE INTERCEPTOR WAS LIGHT BLACK TO GRAY IN COLOR. PILOT SAID HE SAW THE FIGHTER EFFECT THE LAUNCH.

- C. THE THIRD FIGHTER OBSERVATION WAS BETWEEN POINTS "I AND J." PILOT REPORTED SEEING ONE FIGHTER ON HIS RIGHT AND A LITTLE BELOW U-2.
- D. THE FOURTH FIGHTER OBSERVATION WAS AT POINT "L". PILOT SAW ONE FIGHTER ON HIS LEFT AND BELOW HIM. FILOT ESYIMATED FIGHTER WAS AT 69,000 FEET.

INTEL COMMENT:

PILOT REPORTED THAT NONE OF THE ABOVE OBSERVATIONS WERE THROUGH THE DRIFT SIGHT. PILOT REPORTED THAT ALL THE FIGHTER AIRCRAFT HE SAW WERE MIG-21's. PILOT WAS UNABLE TO SEE ANY MARKINGS ON THE INTERCEPT—TORS. PILOT COULD NOT ESTIMATED HOW CLOSE ANY OF THE FIGHTERS CAME TO HIS AIRCRAFT. THERE WAS NO SYSTEM 9B ACTIVITY. CONTRAIL LEVEL WAS 41,000-61,000 FEET.

2. MIG-21 TACTICS:

DRIVER REPORTED ALL FIGHTERS USED IDENTICAL INTERCEPT TACTICS.

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THE FIGHTERS APPROACHED ON 90 DEGREE BEAM, SLIGHTLY ASTERN AND EFFECTED A SHALLOW TURN-ON WITH THE FINAL APPROACH APPROX 20 DEGREES OFF THE U-2 TRAIL. DRIVER SAID THE MIG-21 PULL-UP WAS SLOW AND SHALLOW DURING THE TURN-ON AND THAT THE FIGHTERS MAINTAINED GOOD CONTROL THROUGHOUT THE MANEUVER, INCLUDING RECOVERY. THE FIGHTERS NOSED OVER GENTLY AND DISAPPEARED FROM VIEW. THE INTERCEPTS WERE STARTED IN CONTRAIL LEVEL AND COMPLETED ABOVE CONTRAIL LEVEL IN ALL CASES. (NOTE: TACTIC DESCRIBED BY DRIVER RESEMBLES STERN TACTIC USED BY USAF ADC IN SAGE AND MANUAL ENVIRONMENT IN 1962. DRIVER TURNED INTO INTERCEPTORS AS EVASIVE TACTIC."

BIRDWATCHER CONFIRMS NO 9B TAIL JAMMER ACTIVITY. NO
CORRABORATION FROM DIRNSA CHANNELS ON THIS MISSION YET, FURTHER
QUESTIONS SENT TO FIELD TO AMPLIFY DEFINITION OF "BURST" AS TO
WHETHER CANNON OR MISSILE; TIME OF MIG-21 AT MISSION ALTITUDE, ETC.
WILL FORWARD SIGNIFICANT ANSWERS ON RECEIPT.

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